



TLRC Presentation
CDOT | September 8, 2025



Agenda

- Intro- Shoshana Lew, Executive Director
- Transportation Funding 101- Jeff Sudmeier, Chief Financial Officer
 - Q and A Break
- TLRC Bill Request: Transportation Statutory Revisions- Emily Haddaway, Legislative Liaison
- Ten-Year Planning Process- Darius Pakbaz, Director of Transportation Development
- Bustang Update- Kay Kelly, Chief of Innovative Mobility
- Rural Roads Update- Director Shoshana Lew and Darius Pakbaz
- Wildlife Crossings and Revitalizing Main Streets- Darius Pakbaz
 - Q and A Break



Transportation Funding 101





FY 26 Legislative Budget Impacts

SB 25-257

Reduces planned \$100 M annual General Fund transfers to CDOT by \$67.8 M in FY 2025-26 and \$49.5 M FY 2026-27. This bill increases General Fund transfers in future years to offset this impact.

Repealed annual transfers of \$7.0 M to the Department's Revitalizing Main Streets program, effectively ending funding for this local grant program.

SB 25-258

Temporarily reduces the FASTER Road Safety Surcharge by \$3.70 for all weight classes reducing statewide revenue by approximately \$17.6 million in FY 2025-26 and \$21.3 million FY 2026-27.

SB 25-264

Transfers \$71.4 M from the Multimodal Transportation and Mitigation Options Fund (MMOF) back to the General Fund.



Sources of CDOT and Enterprise Revenue FY 2025-26

Colorado Transportation Investment Office

\$235.7 million - 10.8%

Tolling and managed lane revenue, Congestion Impact fee

Bridge & Tunnel Enterprise

\$181.4 million - 8.3%

Bridge Safety surcharge, Bridge and Tunnel Impact fee, Retail Delivery fee

Clean Transit Enterprise

\$104.6 million - 4.8%

Retail Delivery fee, Oil and Gas Production fee

Nonattainment Enterprise

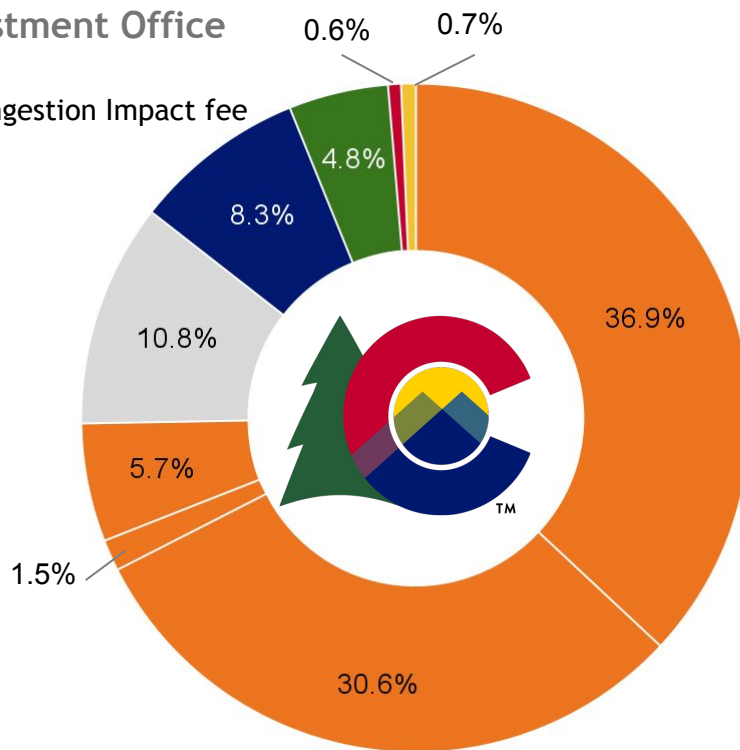
\$13.4 million - 0.6%

Retail Delivery fee, Rideshare fee

Fuels Impact Enterprise

\$15.0 million - 0.7%

Fuels Impact Reduction fee



\$2,177.0M CDOT + Enterprises

CO Department of Transportation

\$1,627.5 million - 74.7%

Federal Programs

\$804.2 million - 36.9%

18.4 cents per gallon paid at the pump, Federal General Fund

Highway Users Tax Fund

\$665.9 million - 30.6%

Fuel taxes and fees, vehicle registrations, FASTER fees, Retail Delivery fee

General Fund

\$32.2 million - 1.5%

General Fund Transfers to the State Highway Fund, Capital Development Committee funds

Other State Funds

\$124.7 million - 5.7%

Aviation fuel taxes, appropriated special programs, miscellaneous revenue



Uses of CDOT and Enterprise Revenue FY 2025-26

Multimodal Services

\$193.2 million - 8.8%

Innovative Mobility, NEVI, 10-Year Plan Projects (Transit), Rail, Bustang

Administration and Agency Operations

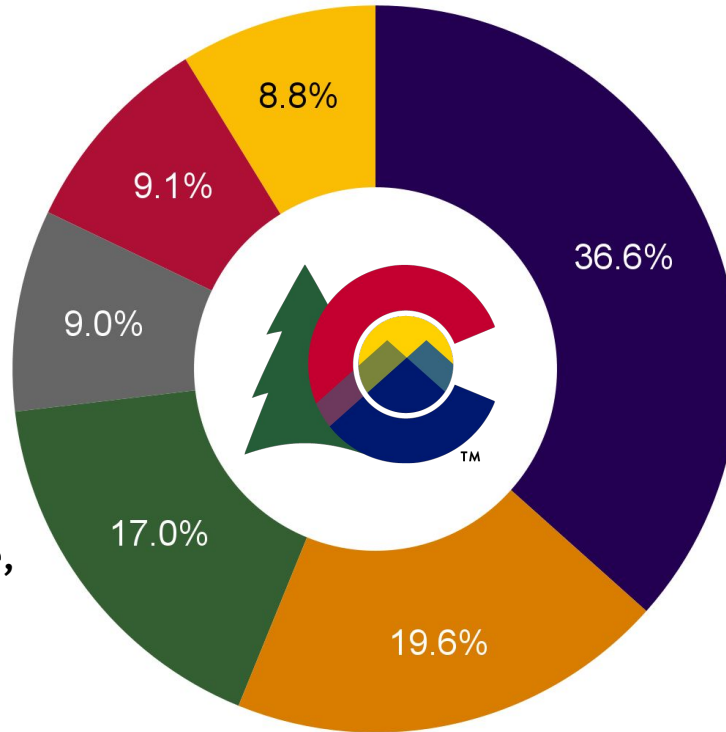
\$201.2 million - 9.1%

Appropriated Administration budget, agency operations and project initiatives

Other Programs, Debt Service, Contingency Funding

\$197.6 million - 9.0%

State safety education, planning and research, State Infrastructure Bank, Debt Service, Contingency and Reserve funds



Capital Construction

\$806.0 million - 36.6%

Asset Management, Safety Programs, 10-Year Plan projects, Regional Priority Program

Maintenance and Operations

\$430.9 million - 19.6%

Maintenance Program Areas, Strategic Safety Program, Real-time Traffic Operations, ITS Investments

Suballocated Programs

\$373.7 million - 17.0%

Aeronautics funding, sub allocated federal programs, Revitalizing Main Streets



Flexible vs. Inflexible Revenue Sources

Flexible sources of Revenue

Inflexible sources of Revenue



- HUTF in the State Highway Fund (SHF)
- General Fund transfers
- Interest income on the SHF, and most other misc revenue

Used to fund maintenance activities, department administration, debt service, and to provide state match to federal funds.

- HUTF - FASTER funds
- HUTF - FASTER transit
- Flexible FHWA Funds (STBG, NHPP)

FASTER provides funding for safety-related capital construction projects, and for transit projects and grants.

Flexible federal funds can be used for most capital projects.

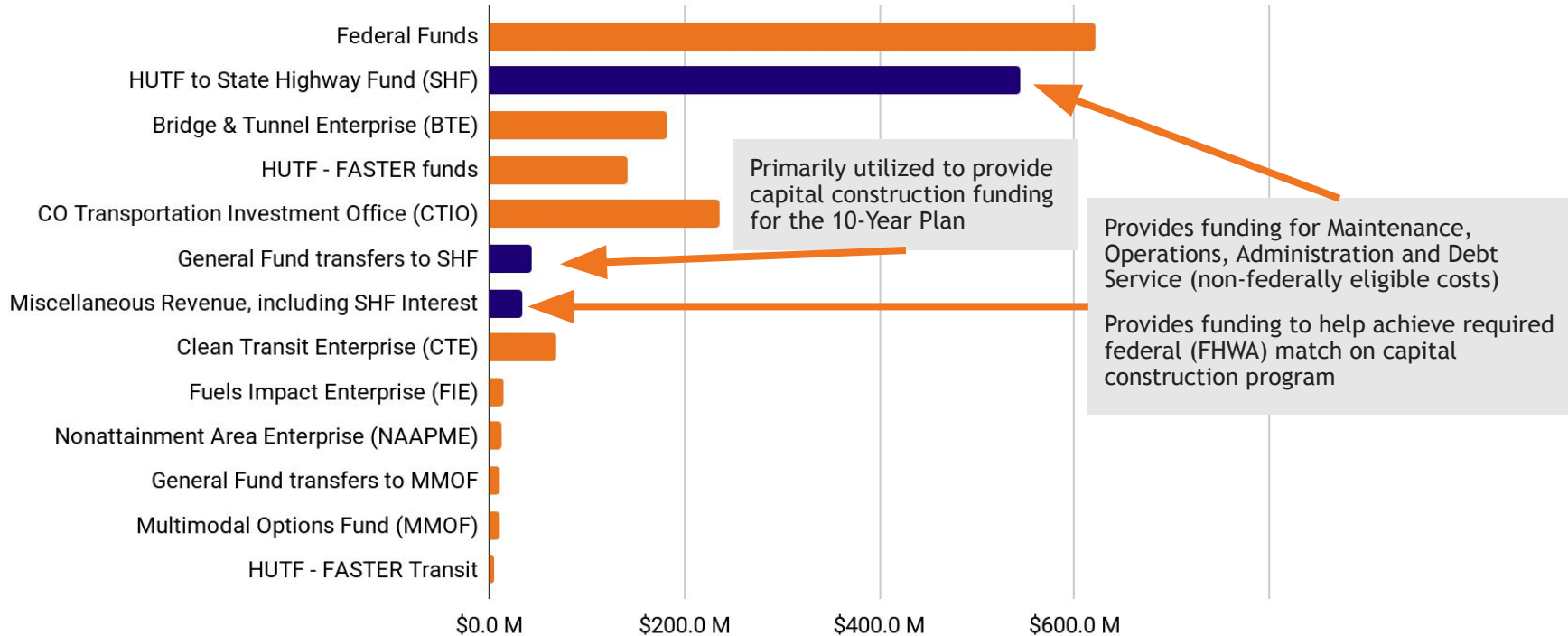
- Multimodal Options fund (MMOF)
- General Fund transfers to the MMOF and Revitalizing Main Streets
- Inflexible FHWA funds (e.g. HSIP, CMAQ, TAP, Bridge Formula Program, PROTECT, etc.), FTA and NHTSA funds
- All enterprise revenue

Under current law, all of these funds are dedicated to specific programs and purposes and can not be used to backfill other revenue sources.

Enterprise revenues must be used for the mission and purpose of the Enterprise.



Flexible vs. Inflexible Revenue Sources



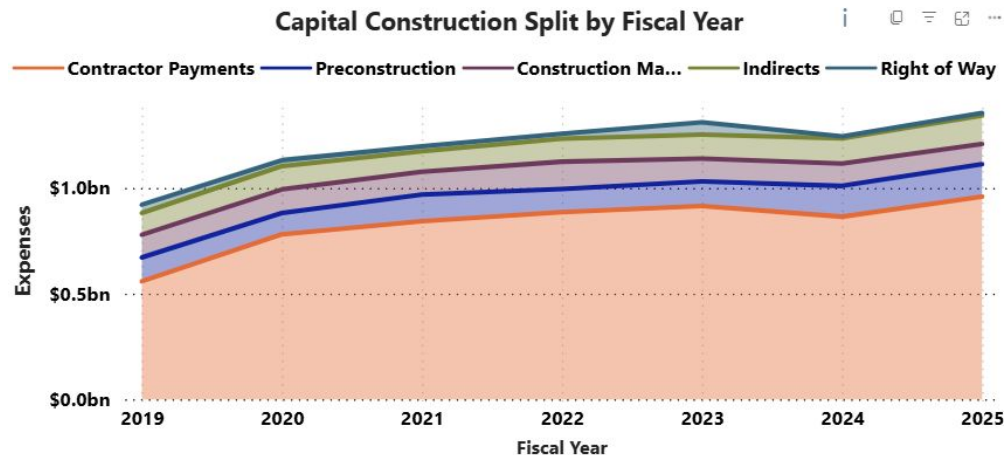


Transportation Funding Trends

Record Levels of Capital Construction Expenditures

Over the last several years funding for highway projects has increased as a result of revenue provided under SB 21-160, increased federal funding under the IIJA, and most notably as a result of one-time funding including federal stimulus and SB 17-267 Certificates of Participation (COP) issuances.

This allowed CDOT to accelerate projects in its 10-Year Plan and fund significant investments in rural paving projects, helping to improve pavement conditions across the State.



As one-time COP and stimulus funding is spent down, capital construction expenditures will start to come back down from a current peak of about \$1.35 billion.



Transportation Funding Trends

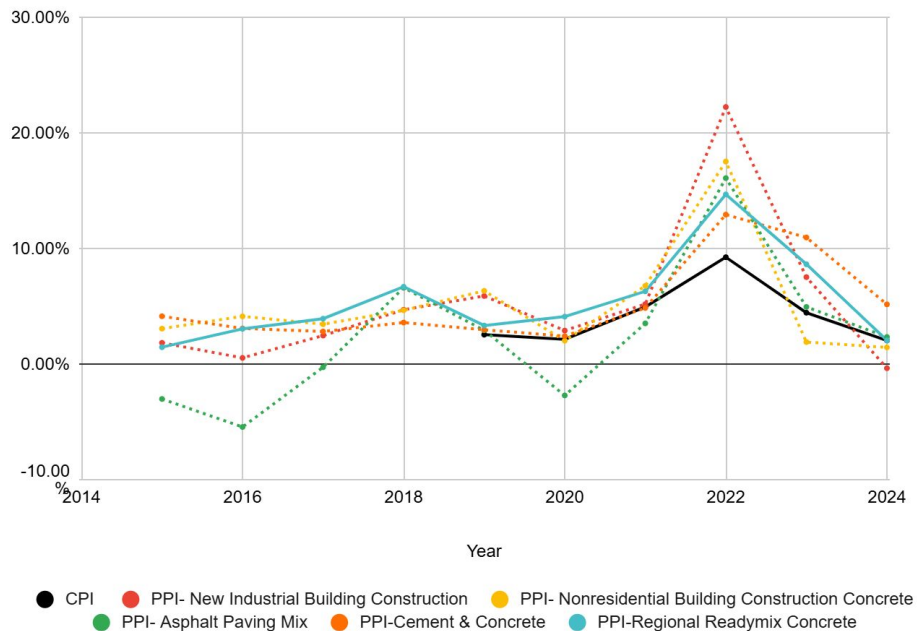
Inflationary Pressures

In 2021 and 2022 inflation surged sharply, with annual increases of 5% and 9.3%, respectively.

Inflation in the construction sector has exceeded economy-wide inflation. CPI peaked in 2022 at 9.3%, while indices for construction and materials were significantly higher between 13% and 22.3%.

In 2024, economy-wide inflation growth rates declined to close to pre pandemic averages. Inflation in construction materials is still above CPI levels.

CPI & PPI Comparison - Annual % Change





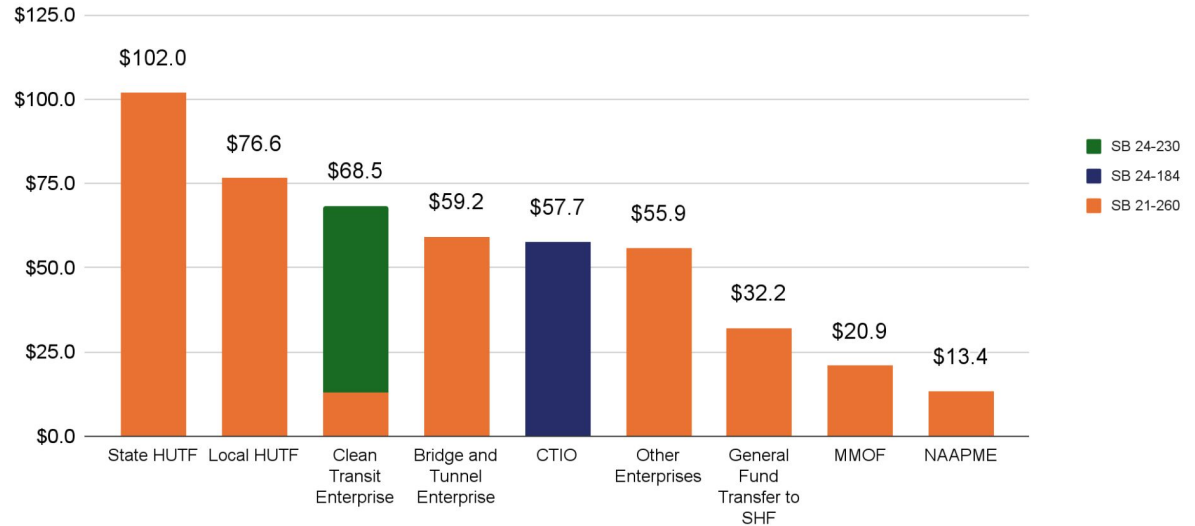
Transportation Funding Trends

New Transportation Revenue

Over the past several years, additional transportation funding has been put in place under several pieces of legislation including SB 21-260, SB 24-180, and SB 24-230.

Total revenue under these bills in FY 26 is \$486 M, of which 56% is dedicated to the HUTF and BTE.

State Transportation Revenue by Bill - FY 26





Transportation Funding Trends

SB 21-260

Established new fees and four new Enterprises.

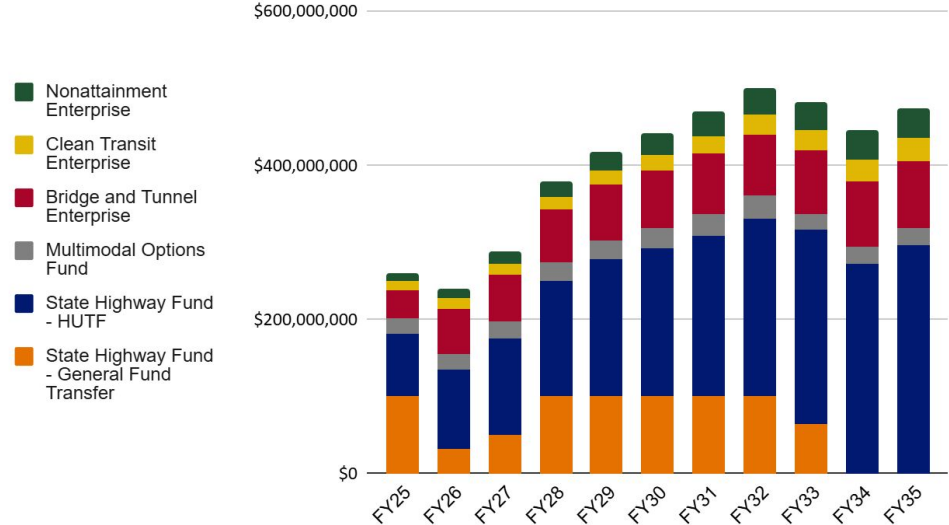
Fee revenue collections began in FY 2023 and phase in through FY 2032.

\$100 M Annual General Fund transfer began in FY 2025; reduced in FY 2026 and FY 2027,

Allocates funding to CDOT, Enterprises, and locals.

Additional HUTF revenue put in place under SB 21-260 helps to offset slowing growth and eventual decline in existing HUTF revenue streams.

Statewide Revenue from SB 21-260





Transportation Funding Trends

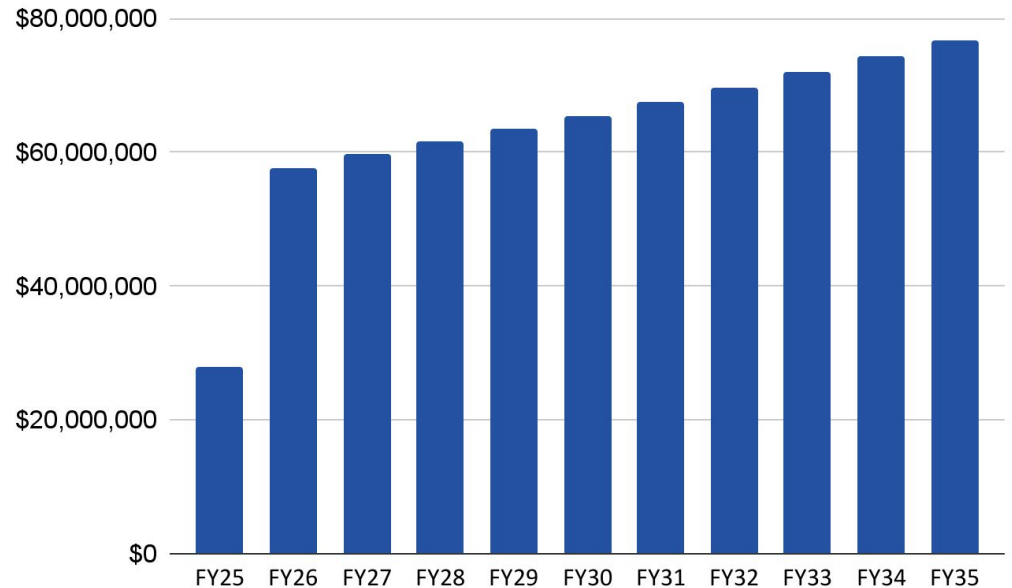
SB 24-184

Expands CTIO's capacity to prioritize the mitigation of congestion on roadways.

Creates a fee of up to \$3 per day on all vehicle rentals, which increases with inflation in future years.

The fee revenue must be used for transit and rail projects aimed at reducing roadway congestion in Colorado.

Long Range Congestion Impact Fee Forecast





Transportation Funding Trends

SB 24-230

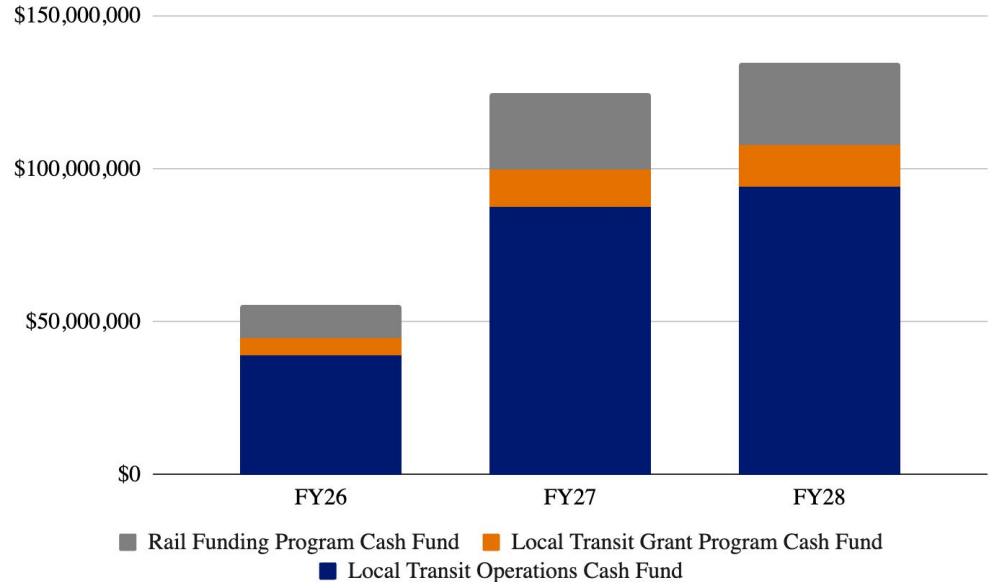
Requires CTE to impose new Oil and Gas production fee.

Fee calculated quarterly using avg. oil and gas spot price, fee collections begin on or after July 1, 2025.

Revenue initially constrained by requirements imposed by Prop 117.

Fee revenue to be used to expand local transit service, provide grants to eligible entities for expenses related to public transportation, and for passenger rail projects.

Oil and Gas Production Fee Forecast





Transportation Funding Trends

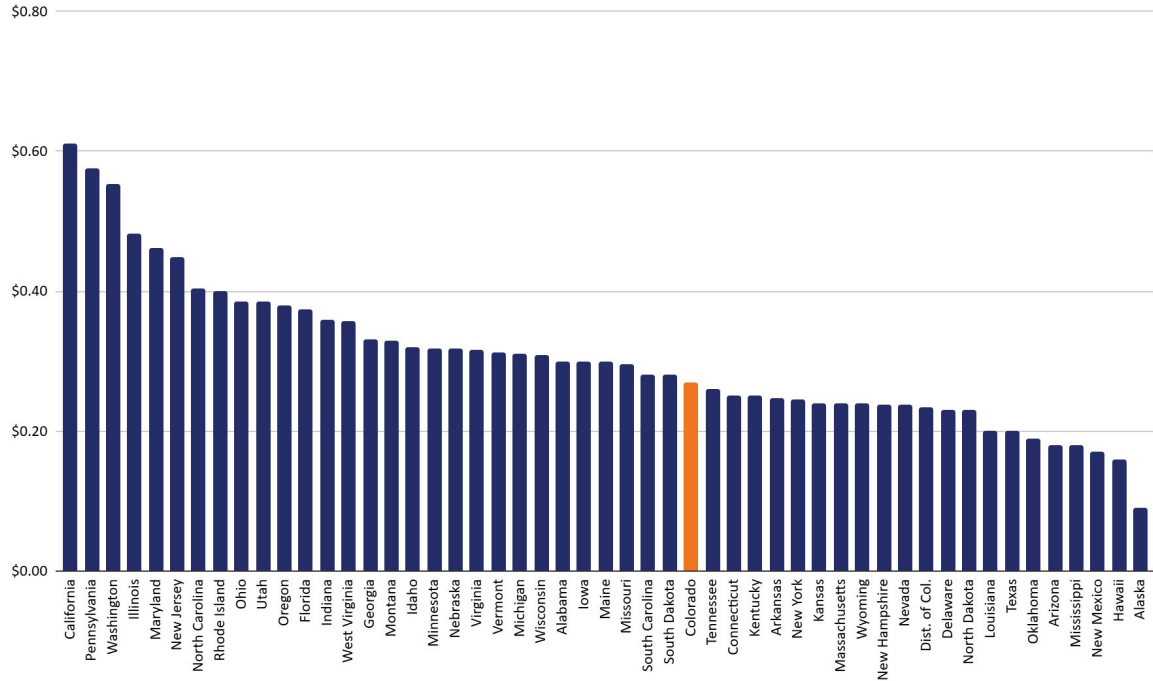
Fuel Taxes and Fees

Colorado's combined gasoline tax and fee rate of 27 cents per gallon currently ranks 30th among states and the D.C.

The average state gasoline tax is 30.5 cents per gallon. 26 states and the D.C. have variable rates that adjust with inflation or prices.

Colorado's Road Usage Fee will be phased in over several years. Starting in FY 2032-33 it will be indexed to inflation.

Gasoline Tax and Fee Rates by State





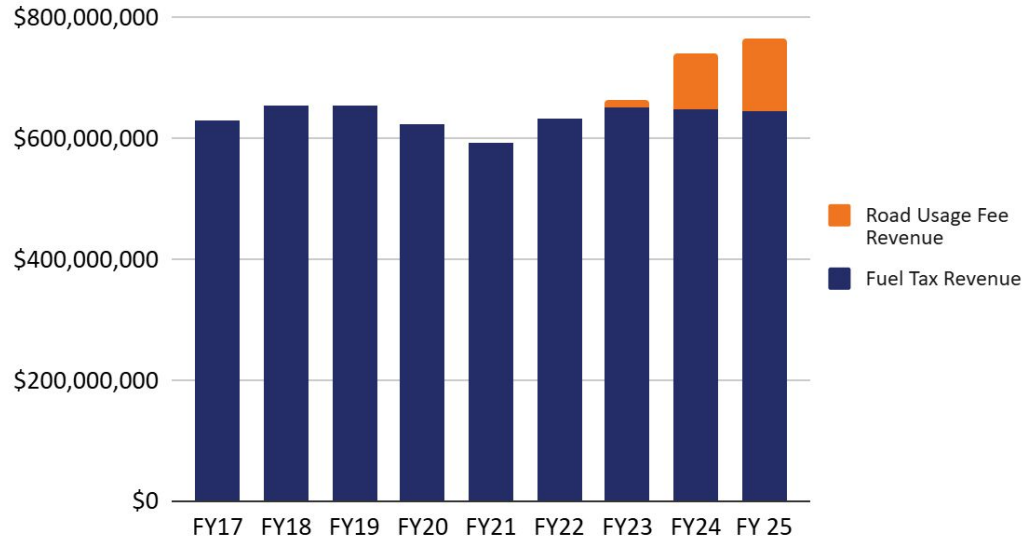
Transportation Funding Trends

Fuel Taxes and Fees

The revenue from gasoline and special fuel taxes decreased in 2020 and 2021 due to the impacts of the pandemic.

While fuel tax revenue has largely returned to pre-pandemic levels, it has stayed relatively stagnant over the last few years. The annual increases to the Road Usage Fee are the primary driver of growth to fuel tax and fees.

CDOT Fuel Tax and Fee Revenue





Transportation Funding Trends

EV Registration Fees

SB 21-260 EV registration fees were designed so that an EV driver will pay roughly the same amount in state EV registration fees (once fully phased in) as is paid in state fuel taxes and fees by the average driver of an ICE vehicle.

EV registration fees will gradually replace revenue from motor fuel taxes and fees.

Fee	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32
EV Registration Fee	\$57.19	\$60.05	\$61.85	\$63.71	\$65.62	\$67.59	\$69.61	\$71.70
EV Road Usage Equalization Fee - BEV	\$12.00	\$16.00	\$26.00	\$36.00	\$51.00	\$66.00	\$81.00	\$96.00
Total BEV Fee	\$69.19	\$76.05	\$87.85	\$99.71	\$116.62	\$133.59	\$150.61	\$167.70
EV Road Usage Equalization Fee - PHEV	\$8.00	\$11.00	\$13.00	\$16.00	\$19.00	\$21.00	\$24.00	\$27.00
Total PHEV Fee	\$65.19	\$71.05	\$74.85	\$79.71	\$84.62	\$88.59	\$93.61	\$98.70



Transportation Funding Trends

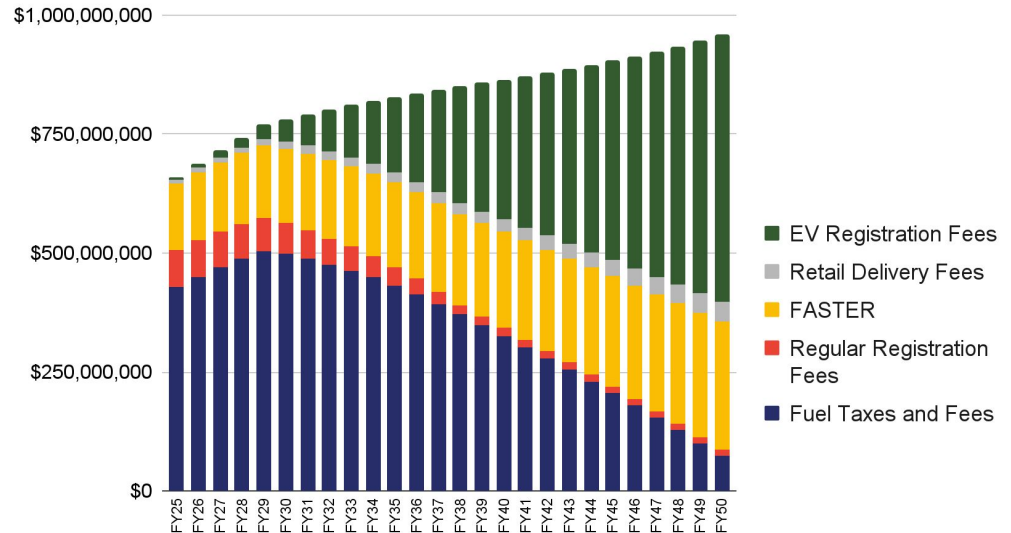
HUTF Revenue

Funded through fuel taxes and fees, vehicle registrations, FASTER fees, Retail Delivery fee

Most significant ongoing source of state transportation funding for CDOT and locals.

Growth in state HUTF is ~3.5% annually over the next several years. Revenue growth to the HUTF will slow as the rate of decline in fuel taxes/fees outpaces the rate of growth in EV registration fees – falling to less than 2% annually by the end of the decade.

Forecasted HUTF Revenue by Source





Transportation Funding Trends

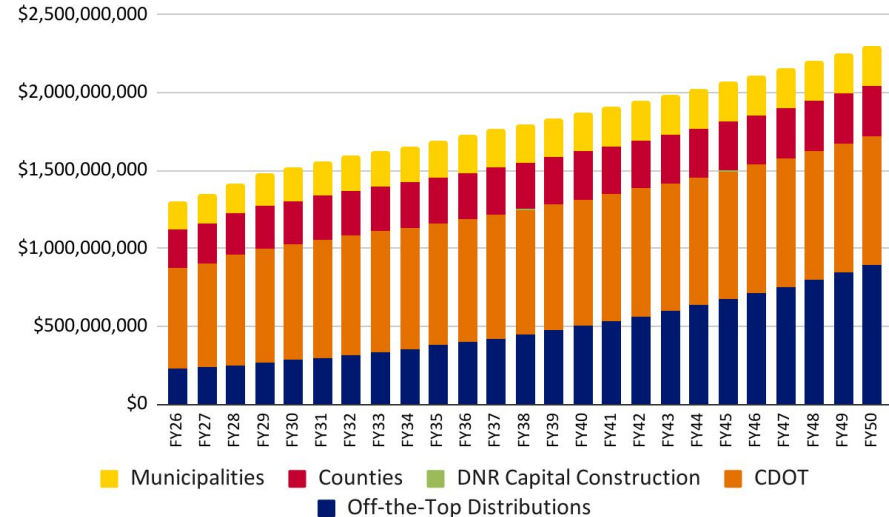
HUTF Revenue

Only ongoing source of flexible state funding to CDOT. Other sources are legislatively directed to specific uses (MMOF, CTE, etc.) and not fungible.

Only ongoing funding that can be used to fund basic maintenance, operations, and administration functions, costs generally not eligible for Federal funds. Also a critical source of state match to Federal formula funds. HUTF is spread thin meeting multiple demands.

Long-term trend of growing off-the top appropriations and slowing HUTF revenue growth will make it increasingly difficult to adequately fund maintenance and operating programs and meet match requirements for federal funds.

Forecasted HUTF Revenue by Recipient





Transportation Funding Trends

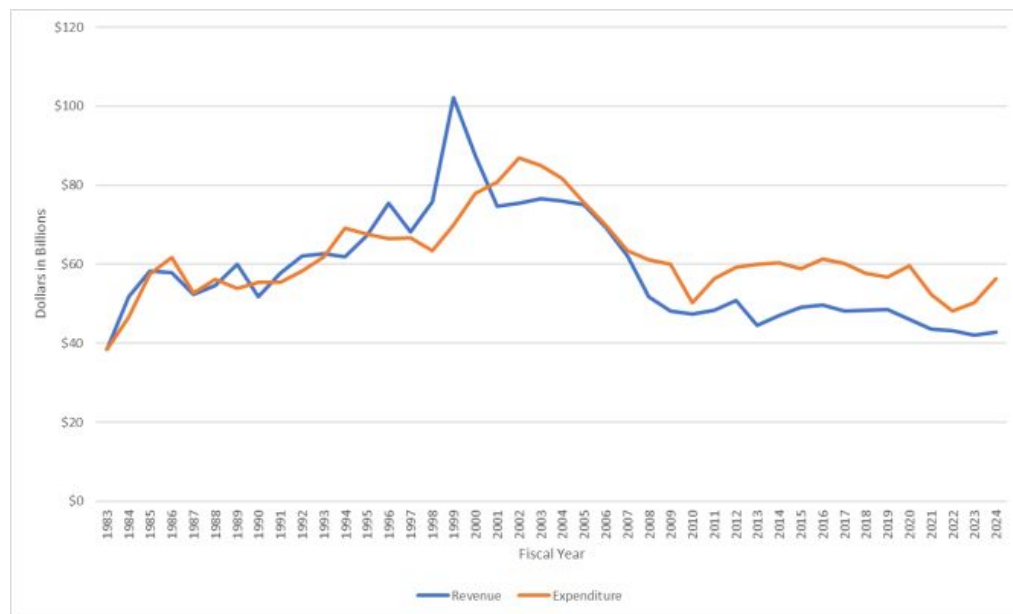
Federal Funding Uncertainty

While our revenue forecast assumes continued growth in Federal revenue, uncertainty is high going into the next transportation authorization bill.

The current transportation authorization bill, the Infrastructure Investment and Jobs Act (IIJA) expires at the end of Federal Fiscal Year 2026 (September 30, 2026).

Looming issue of stagnant federal gas tax, declining Highway Trust Fund (HTF) revenue and continued reliance on General Fund to avoid insolvency.

Federal Highway Account Revenues and Expenditures



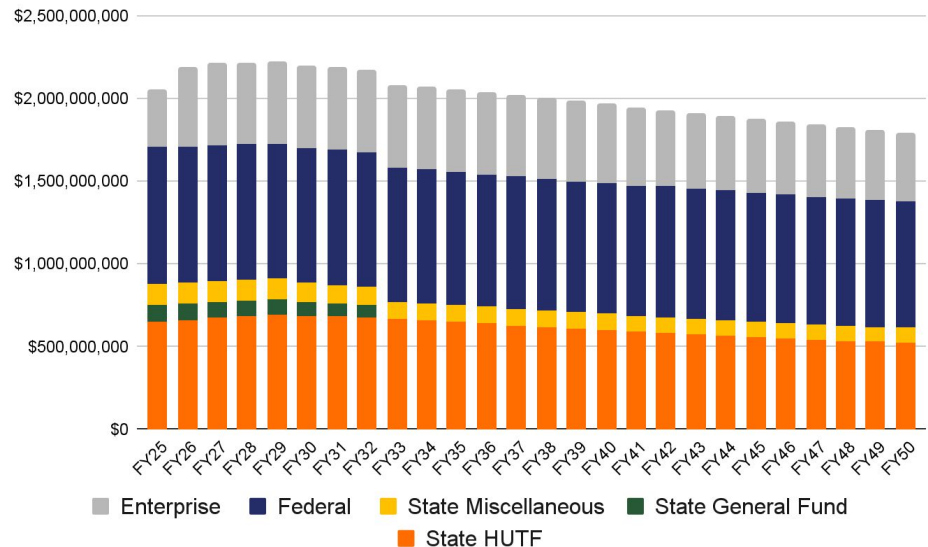


Transportation Funding Trends

Slowing Revenue Growth and Loss of Purchasing Power

As new fees fully phase in and HUTF growth slows over the next few years, overall CDOT/Enterprise revenue growth is forecast to slow to less than 2% annually, failing to keep up with inflation.

Long Range Forecast of CDOT Revenue Revenue by Source - Adjusted for Inflation



The background of the slide is a composite of two aerial photographs of a mountain valley. The top photograph shows rolling green hills under a blue sky. The bottom photograph shows a winding highway with several vehicles, a river flowing through the valley, and a freight train on tracks to the right. The images are separated by diagonal white and blue lines.

Q & A



TLRC Bill Request: Title 43 Legislative Clean-up





TLRC Bill Request

CDOT has compiled a list of needed statutory revisions that would improve clarity and efficiency. These changes are technical or minor in scope, intended to reduce confusion and reaffirm original legislative intent, rather than shift policy direction.

Statute	Topic	Desired Change
43-2-150(2)(d)	Chain Assist Permitting Program	SB 25-069 enables CDOT to issue permits to authorize companies to install and remove tire chains at designated locations. The legislature intended to allow CDOT to recoup administration costs via a small permitting fee, but mistakenly directed permit revenue to the Highway Users Tax Fund instead of the State Highway Fund.
43-4-206	Clarify FASTER Funding Restriction	SB 24-195 required a portion of FASTER Safety revenues to be utilized on vulnerable road user safety projects. The provision was written in a way that inadvertently created ambiguity around the eligible uses of CDOT's second-stream Highway Users Tax Revenue. A clarification is needed to explicitly limit the requirement that revenue must be spent on safety projects only to FASTER safety revenue.
43-1-106(2)(d)	Add Broomfield County to Transportation Commission District 4	Colorado Revised Statutes do not identify which Transportation Commission district represents Broomfield County. Under current practice, three commissioners split the representation of Broomfield based on the pre-2001 county maps. This change would add Broomfield to the boundaries of Transportation Commission District 4, providing Commissioners and Broomfield residents with more clarity regarding their commission representative.



TLRC Bill Request Cont.

Statute	Topic	Desired Change
42-4-110.5(1.5)	Clarify Civil Penalties Can be Issued to Major Speed Violators	SB 23-200 inadvertently prevents the State from issuing civil penalties via AVIS technology to violators driving 25 miles or more above the posted speed limit. CDOT requests to revise this provision to ensure that extreme speeding violations are appropriately enforced.
43-1-124	Repeal Completed Transportation Commission District Study	A provision was added around ten years ago to require legislative council staff to report on Transportation Commission districts. That is complete, and this section can be repealed.
42-4-205(6) (a)	Repeal Obsolete HUTF Language	Outdated references to obsolete revenue allocations before 1997 can be repealed to simplify the statute.
43-10-103(m)	Remove Transportation Commission from Aeronautical Board SIB Fund Transfer Process	In 2023, the Transportation Commission approved a revision to 2 CCR 605-1, granting the Colorado Aeronautical Board sole authority over aviation State Infrastructure Bank (SIB) loans, removing the TC from most loan approvals. However, the TC is still required per 43-10-103 to approve transfers back from the aviation SIB into the Division fund, which creates an unnecessary procedural step.



TLRC Bill Request Cont.

Statute	Topic	Desired Change
42-4-101 4	Clarify Commercial Vehicle Lane Restrictions	SB24-100 specified that a driver of a commercial vehicle may not enter the “furthest left lane” when driving specified sections of I-70. CDOT requests to amend this section to specify that the restrictions apply to the furthest left “general purpose” lane. This change prevents a scenario where drivers interpret the Mountain Express Lane and Floyd Hill Express Lanes, which do not allow CMVs, as the furthest left lane.
43-1-110 and 43-1-114	Correct Chief Engineer Statute	CRS 43-1-114 (3) pertains to the Chief Engineer, but the provision is housed under the Highway Maintenance Division’s governing statute. CDOT requests to move this section to 43-1-110, which pertains to the Chief Engineer.
43-4-130 3	Standardize NAAPME Board Terms	The Nonattainment Area Air Pollution Mitigation Enterprise (NAAPME) is the only enterprise board within CDOT that does not have set term limits mandated by statute. The requested revision would add a provision that appointed board members serve for four-year terms, consistent with other boards for other enterprises and the commission. The Department also requests the addition of a statutory trigger that directs the legislature to consider creating a new NAAPME board seat if a new area falls into non-attainment.
43-1-117	Rename Freight Mobility & Safety Branch	Change "Freight Mobility and Safety Branch" to "Office of Freight Mobility and Safety" to align with desired naming practices and organizational consistency within the Division of Transportation Development.



Transportation 10-Year Plan Update





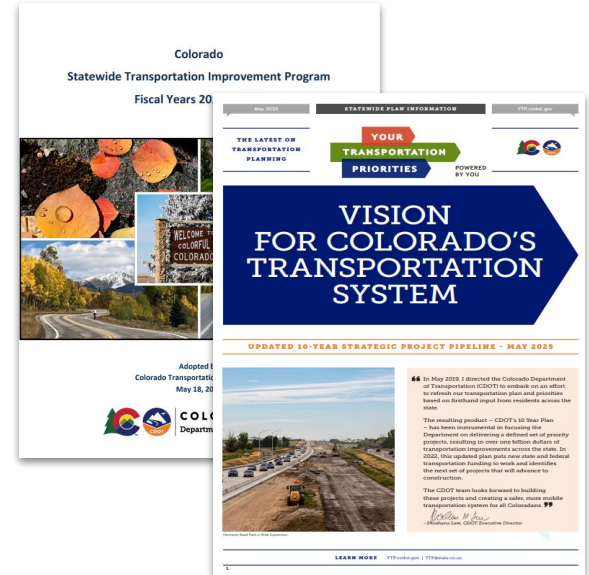
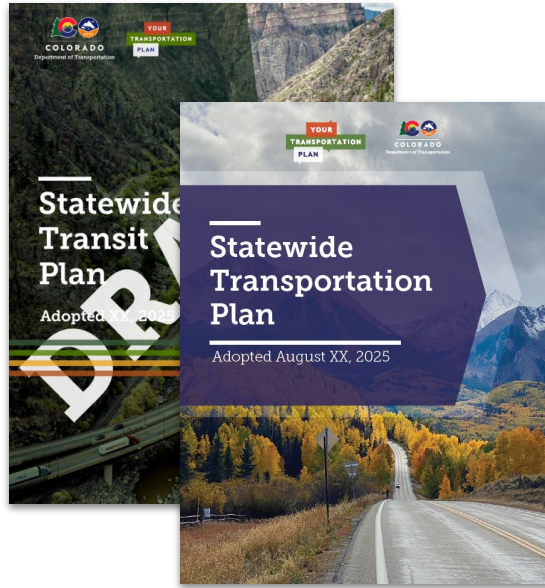
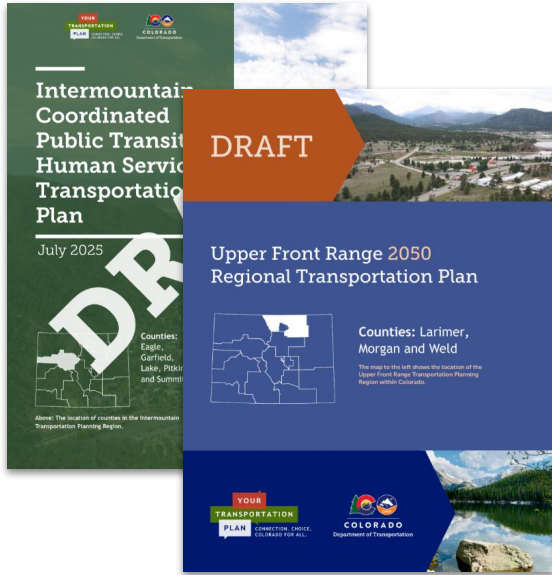
Desired Outcomes of Planning

- State and Federal law require a variety of state and regional plans, including the long-range Statewide Transportation Plan that is updated approximately every four years, as well as regional planning processes that are run by Metropolitan Planning Organizations and coordinated with CDOT (CDOT projects are actually included in MPO plans).
- At CDOT, we established the Ten Year Planning Process as an “umbrella” to better integrate state processes and create a more focused public facing process.
- We are currently initiating a new cycle of updates to the Ten Year Plan.
- Desired Outcomes include:
 - Conversations on all modes
 - Provide equal opportunity for input into process
 - Provide best transportation system for the traveling public.
- The subsequent slide shows how the processes fit together, and the presentation then focuses on CDOT’s Ten Year Planning Process.





From Statewide Vision to Achievable Reality



Regional Plans

Statewide Transportation & Transit Plans

10-Year Plan

4-Year STIP

Data Analysis • Stakeholder Engagement • Public Outreach • Performance Reporting



PD 14.0 Goal Areas - Adopted September 2024

Guiding Principles for Plan Development & Implementation



Advancing Transportation Safety

No matter where you're going or how you're getting there, Colorado is committed to providing you a safe and efficient transportation network, so you arrive at your destination safely.

Performance Measures

- Traffic-Related Fatalities and Serious Injuries
- Vulnerable Road Users



Fix Our Roads

Prioritize strategic investments in Colorado's highways to improve infrastructure conditions.

- Bridge Condition
- Pavement Condition



Sustainably Increase Transportation Choice

Provide alternatives to single occupancy vehicle travel that increase choices and reduce air pollution from transportation.

- Reducing Pollution
- Providing Alternatives
- Statewide Transit



Public Engagement

CDOT seeks input directly from community leaders and the public through:

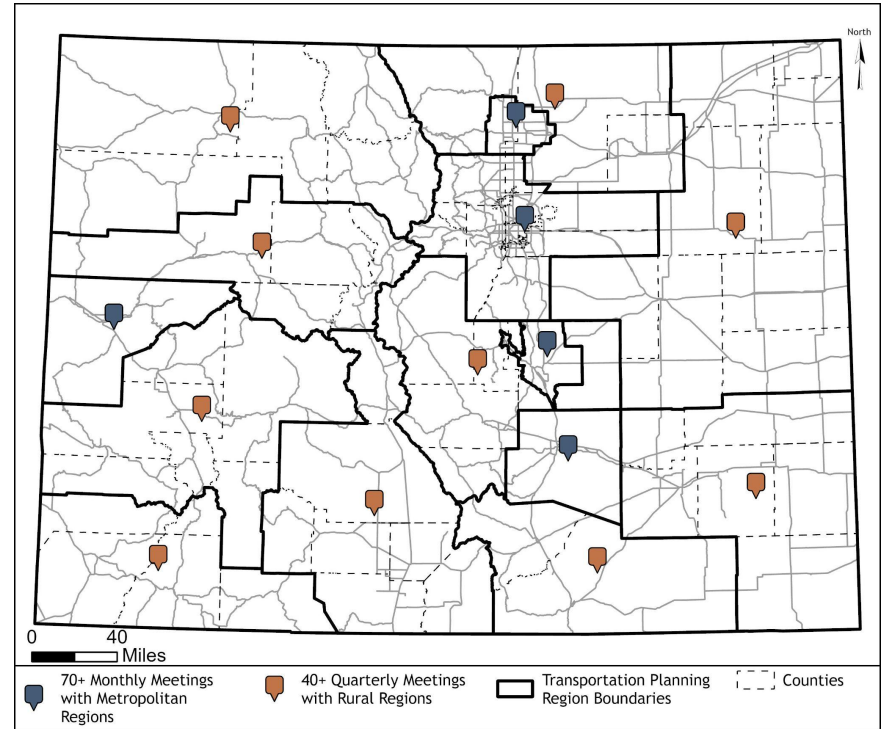
- Stakeholder meetings
- County meetings
- Local and elected official and community leader meetings
- Metropolitan Planning Organization (MPO) and Transportation Planning Region (TPR) meetings
- Public surveys
- Online interactive maps
- Telephone town halls
- Community events
- Social media and the CDOT website





Building a Strong Foundation of Public Input

To build the 10-Year Plan, CDOT officials blanketed the state to engage local, regional, and state-level stakeholders where they are— whether in person, over the phone or online. As a result, we touched every county in the state and worked to hear from as many people as possible.



Your Transportation Plan is the most expansive and inclusive transportation planning effort in CDOT's history.



Who We Reached

Updating the 10-Year Plan to cover FYs 2027-2036 builds on the expansive outreach from our last planning effort, carrying forward the voices, priorities, and insights we heard from communities across the state. Results from recent planning outreach efforts include:

40+

Quarterly meetings with
rural TPRs since May 2024

70+

Monthly meetings with
MPOs since May 2024

50,000+

Telephone Town Hall
Participants

3,400+

Completed Surveys

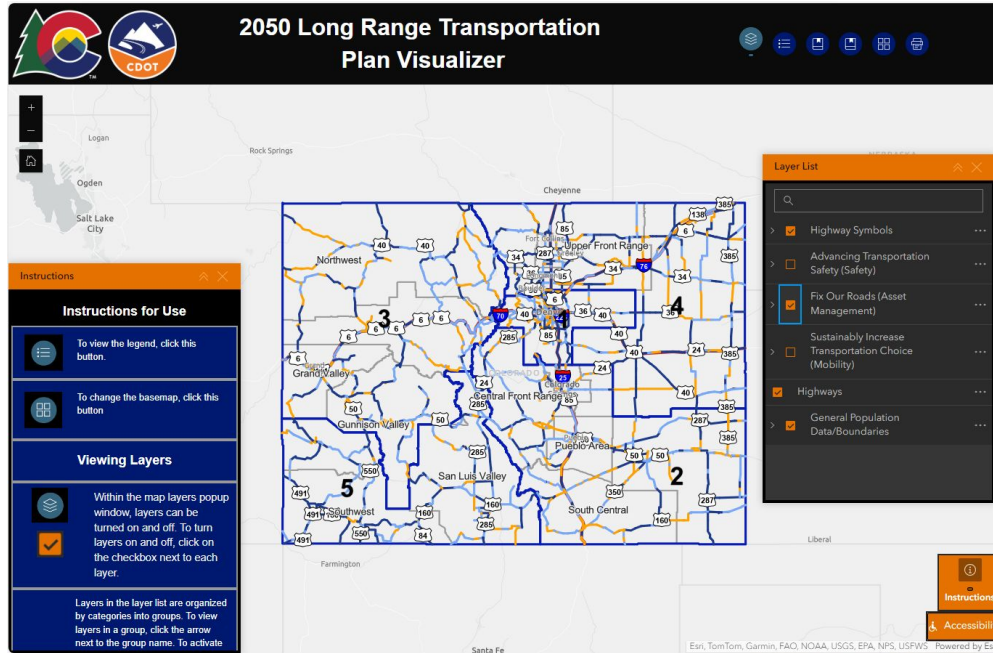
15,000+

Website Pageviews
since May 2024



Statewide Transportation Plan Data Visualizer

2050 Long Range Transportation Planning Visualizer



To enhance our outreach efforts over the last year, a new data visualizer tool was created to help provide stakeholders and the public access to transportation data.

Available information includes:

- Roadway Condition
- Roadway Usage
- Transportation Safety
- Statewide Transit Routes
- Current 10-Year Plan Projects



Results from recent online survey

Online Survey Results and Key Themes

Statewide Themes



Improve and maintain roadway conditions to ensure long-term system performance and safety.



Enhance freight and rail connectivity to support economic growth and efficient goods movement.



Support tourism by improving access to scenic, recreational, and federal lands.



Integrate wildlife protection, sustainability practices, and environmental mitigation into transportation planning.



Expand regional transit and multimodal options to reduce reliance on single-occupancy vehicles.



Build resilient transportation systems capable of adapting to weather events, natural disasters, and other disruptions.



Manage land use and development while preserving mobility and access for growing communities.



Progress on the Current 10-Year Plan

Since the creation of the 10-Year plan, CDOT has been hard at work delivering and planning the projects that our neighbors helped identify and made possible by legislative funding initially provided in SB17-267.

- **100%** of the projects in the first four years of the plan are complete or underway
- **Over 50%** of the full 10-year plan is now complete or in progress at the start of the 2025 Construction season
- The department completed **40** projects from its 10-Year Plan in 2024 and had **56** projects from the plan start this construction season.





Current 10-Year Plan Accomplishments FYs 2019-2027 (1)

Rural Road Improvements

- Over 2,500 lane miles of rural roads improved statewide since 2021. This represents improvements from all CDOT paving efforts, including maintenance.
- Of the more than 2,500 lane miles of rural roads improved statewide, the 10-Year Plan has funded nearly 800 lane miles through more than 40 projects, delivering critical upgrades where they're needed most. These 10-Year Plan investments are on top of an estimated \$230 million spent statewide every year on road resurfacing that is performed by CDOT's base funding programs, including its asset management program.
- As an example of the impact of these rural road improvements, CDOT completed a 19-mile stretch along US Highway 50 south of Grand Junction, roughly between Whitewater and Delta.





Current 10-Year Plan Accomplishments FYs 2019-2027 (2)

Stronger Bridges & Infrastructure

- Replaced and rehabilitated older bridges
- Repairs bridge decks and widened structures
- Improved drainage and built retaining walls along critical corridors



Safer Roads for All

- Improved intersections and added passing lanes on rural highways
- Widened shoulders and resurfaced worn pavement
- Installed guardrails, median barriers, and clearer signage
- Added truck climbing and deceleration lanes to support freight and local traffic
- Maintained mountain tunnels and added rockfall netting in key areas

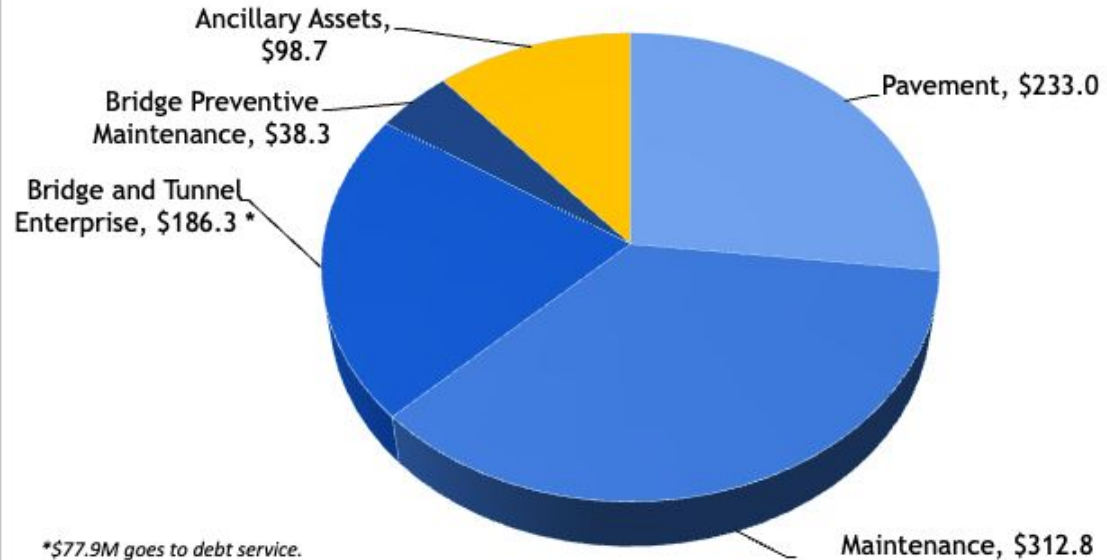




Asset Management Fiscal Year (FY) 26 Funding

- Core asset programs like pavement, bridges, and maintenance, receive 89 percent of asset-management funding.
- Ancillary assets, such as culverts and traffic signals, receive the remaining 11 percent.

Asset Management Funding Distribution (Total: \$869.1M)





Accountability & Transparency

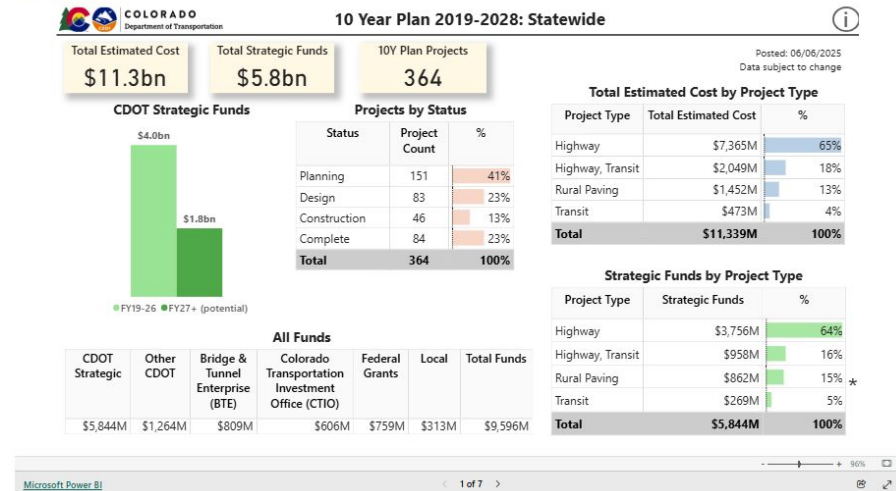
Accountability Efforts compliant with Statute

- 10-Year Plan Accountability Dashboard - Updated Monthly
- Quarterly 10-Year Plan Report with project status updates
- Annual 10-Year Plan Report, included in the Department's Budget Submission
- Annual Department Accomplishments Report
- Project Websites

Accountability Dashboard

10-Year Plan Project Status & Funding

Welcome to the Colorado Department of Transportation's 10-Year Plan Accountability Dashboard. This represents a transparent view into the status and funding of the department's 10-Year Plan program of projects.



10-Year Plan Information: [Link to 10-Year Plan webpage](#)



GHG Planning Standard

- The Greenhouse House Gas (GHG) Planning Standard, enacted in 2022, promotes diverse travel options and aims to reduce GHG emissions by shaping future transportation systems.
- The planning standard guides investment decisions CDOT’s 10-Year Plan and MPO regional transportation plans.
- Results so far:
 - More transit (Bus Rapid Transit & Bustang)
 - More multimodal transportation projects
 - Nearly 30% of the 10-Year Plan projects are transit projects or have transit elements.

Planning Standard GHG Reduction Results CDOT 10-Year Plan (2020-2030)	2025 MMT of CO2e	2030 MMT of CO2e	2040 MMT of CO2e	2050 MMT of CO2e
GHG Baseline	6.30	4.84	3.34	2.09
Required Reduction Amount per Planning Standard	0.12	0.36	0.30	0.17
Forecasted Reduction from 10-Year Plan Projects and GHG Mitigation Measures	0.30	0.37	0.31	0.18
Planning Standard Compliance Result	✓	✓	✓	✓

CDOT’s long-term planning isn’t just about roads— it’s about a cleaner, healthier future.



Clean Transportation WIG

Performance Measure	Comparison to FY 24	FY 2025 Target	FY 2025 Results	Met Target?
Decrease transportation sector emissions of carbon dioxide equivalent (Tons per Capita).	3.99	3.77	3.90 ¹	No ❌

¹ Preliminary data based on Vehicle Miles Traveled (VMT) estimates. Final data is subject to revisions.

Analysis: Why We Missed the CO₂e Target

- The Primary Driver:** Rising VMT is the main challenge. With the majority of vehicles in Colorado being gas-powered, more driving directly increases fuel consumption and emissions.
- Positive Counter-Trends:** Improvements in fuel economy (miles per gallon) – there are 168,509 EV registrations in Colorado as of 2024, successfully pushing per-capita emissions down.
- The Key Takeaway:** While the ambitious target was missed, the overall trend of reducing emissions per capita remains positive.

Average Percent Change in VMT since FY 22: + 1.1%
 Average Percent Change in CO₂e since FY 22: - 1.7%

Fiscal Year	Annual CO ₂ e emissions (Tons per Capita)	Fiscal Year VMT Estimates (millions)
FY 2022	4.11	54,337
FY 2023	4.10	54,433
FY 2024	3.99	55,026
FY 2025	3.90	56,067



Transition between plans

Current 10-Year Plan FY 2019-2027



- Developed in 2019
- Revised in 2022 (GHG Planning Standard)
- Projects selected as part of 2045 Statewide Plan Process

Refresh Cycle to "New" Plan"

- Evaluate "out" years projects
- New Projects
- Revised funding scenarios
- Updated project pipeline

"New" 10-Year Plan FY 2027-2036



- Development in 2025 as part of the 2050 Statewide Plan Process
- Adoption anticipated in Dec. 2025
- Replaces "Out" Years with new four-year prioritized plan
- SB24-184 requires CTIO to develop a new multimodal strategic capital plan that aligns with department's 10-Year Plan, incorporating the new funding from rental car fees.



Bustang Update





Bustang History

- **2015** - Bustang “Main Lines” service launched as a commuter-focused service serving the Front Range
- **2018** - Rural-focused Bustang Outrider network launched in 2018 - Eight (8) Routes throughout Colorado
- **2019** - Seasonal services, Snowstang and Bustang to Estes Park, both launched
- **2022** - SB22-180 Passed
 - Pegasus shuttle service launched offering more frequent service between Denver and Vail using smaller, non-CDL vehicles
 - Significantly increased service on I-70 & I-25
- **2025** - Bustang 10-year anniversary!





Service Characteristics of Bustang & Outrider

Bustang Mainline

- High-frequency focus
 - 1hr or 45min headways
- Supports commuting, recreational trips, and travel for services
- Providing additional travel options on our busiest interstate corridors



Outrider

- Statewide coverage focus
 - Most Routes - 1 round trip/day
 - Crested Butte to DUS - 2 round trips/day
- Supports access to services
- All routes terminate in a small or large urban area, providing rural residents with service options





Bustang Service Expansion

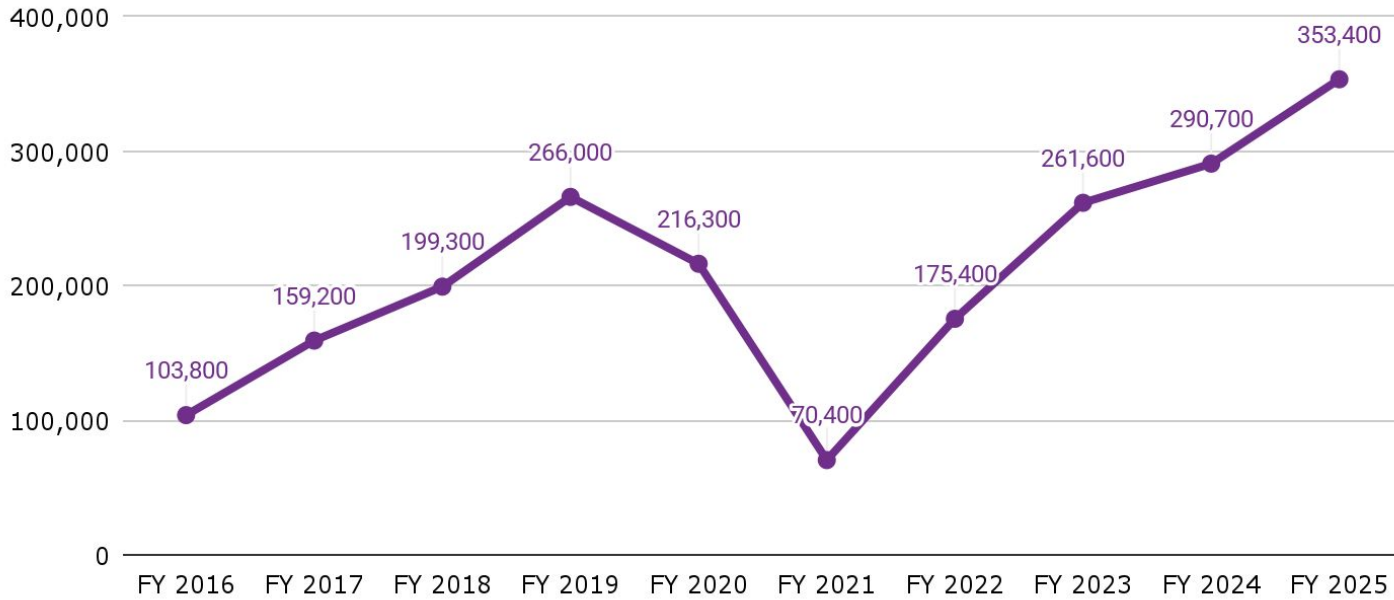
Colorado SB 22-180 (signed May 2022) provided \$30 million over three years to implement a pilot service expansion program

Corridor	Before SB 22-180	Phase I Expansion (Completed Fall 2024)	Full Expansion Service (Completed Winter 2024)
I-25 North Fort Collins to Denver	6 Daily Round Trips Mon-Fri 2 Daily Round Trips Sat-Sun	8 Daily Round Trips Mon-Fri 3 Daily Round Trips Sat-Sun	12 Daily Round Trips Mon-Fri 6 Daily Round Trips Sat-Sun
I-25 South Colorado Spgs. to Denver	6 Daily Round Trips Mon-Fri 2 Daily Round Trips Sat-Sun	8 Daily Round Trips Mon-Fri 3 Daily Round Trips Sat-Sun	12 Daily Round Trips Mon-Fri 6 Daily Round Trips Sat-Sun
I-70 West (Bustang) Grand Junction to Denver	4 Daily Round Trips <ul style="list-style-type: none"> • 2 Denver-Grand Junction • 1 Denver-Glenwood Spgs • 1 Denver-Avon 	7 Daily Round Trips <ul style="list-style-type: none"> • 3 Denver-Grand Junction • 4 Denver-Glenwood Spgs 	15 Daily Round Trips <ul style="list-style-type: none"> • 6 Denver-Grand Junction • 9 Denver-Glenwood Springs
I-70 West (Pegasus) Denver to Avon	Did not exist	10 Daily Round Trips Fri-Sun 6 Daily Round Trips Mon-Thurs	Maintain Current Service



Ten Years of Bustang Ridership

Bustang System Ridership by Fiscal Year



*Includes Bustang, Pegasus, Outrider, and Seasonal Services



Recent Bustang Successes

SB22-180 Pilot Expansion Program

- Full expansion level of service reached in late 2024
- Doubled service on I-25 and tripled service on I-70 between May 2022 and December 2024
- System ridership grew 21% in FY2025, setting another record high total

Seasonal Services

- **Snowstang** - Net positive operations cost, with partner resort cost share.
 - Ridership up 15% YOY on the four (4) returning routes through end of March 2024
 - Doubled weekend service to Copper Mtn on two weekends in 2024
- **Bustang to Estes** - Launched Memorial Day weekend, with service to Estes Park & RMNP. No changes to fares – \$15 round trip (discounts available)
- **Bustang to Broncos** - Ft. Collins & Colorado Springs service to all home Broncos games, including potential post-season games.



Recent Outrider Successes

- Sterling-Denver route stop at Denver International Airport
- 2nd daily round trip on Crested Butte-Denver route
- Provided travel training in Craig for Outrider as a mobility option, with more trainings to come





Overview of Ongoing Revenue Sources

Federal Transit Administration Funding - 5311(f)

- \$2.8M - \$3.1M FY26-FY30
- Bustang Outrider Eligible Only

Bustang Farebox Revenue

- \$4.1M - \$4.5M FY26-FY30
- Likely to continue to increase with more service

MMOF State Allocation

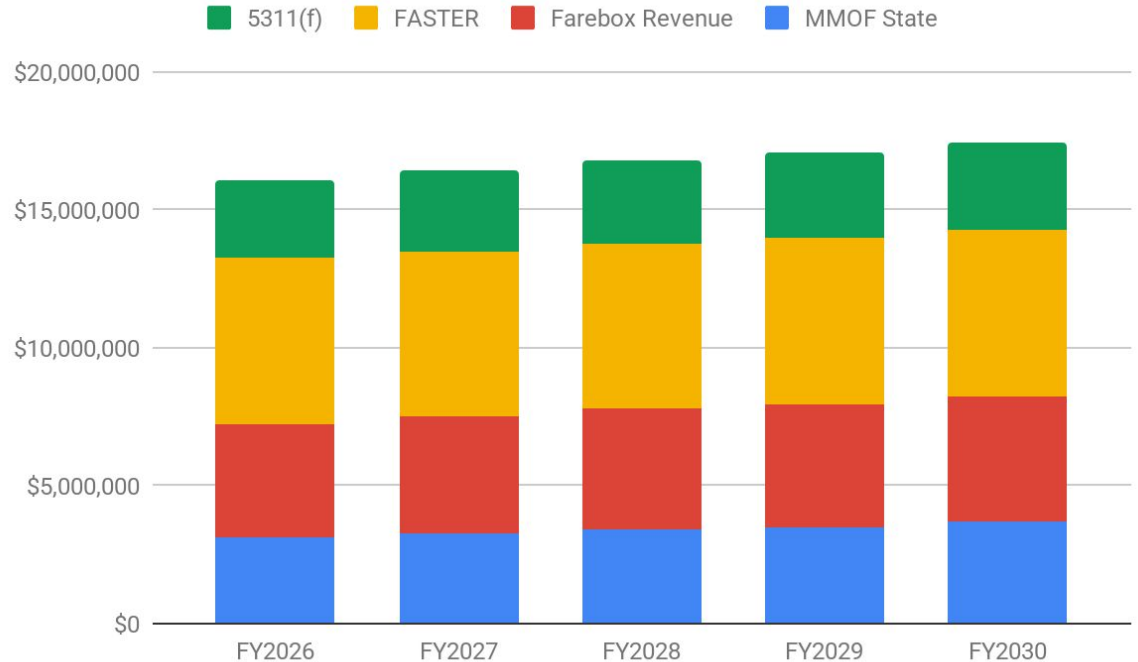
- \$3M-\$3.7M FY26-FY30

FASTER Revenue

- \$6M Annual Allocation to Bustang

Partner Contributions

- Participating ski resorts provide 60% of the costs of Snowstang service





Comparative Overview: Farebox Recovery Ratio

Region	Operator	Recovery Ratio
Connecticut	CT DOT	1.8%
Salt Lake City, UT	UTA	5.0%
Charlotte, NC	CATS	7.6%
Roaring Fork, CO	RFTA	9.2%
National	National Average (excl. private, for-profit corporations)	10.2%
Seattle, WA	SoundTransit	10.3%
Austin, TX	Capital Metro	13.2%
Houston, TX	Harris County METRO	16.1%
National	National Average (incl. private, for-profit corporations)	17.7%
San Diego, CA	San Diego MTS	17.8%
NYC Metro Area	MTA NYC Transit	18.1%
San Francisco Bay Area, CA	AC Transit	23.8%
Colorado	CDOT/Bustang Main Lines	26.1%
DC Metro Area	Loudoun County (VA) Transit	30.5%

*Commuter Bus (CB) mode only, NTD 2023 Reporting Year



Next Steps and Key Takeaways



- SB 22-180 Provided \$30 million GF for expansion of Bustang I-25 and I-70 service for a 3-year pilot
- Pilot program has been a notable success, with ridership levels increasing year over year
- Despite a strong farebox recovery ratio and diverse funding sources, when expansion pilot funding from the legislature has been expended, there will be a funding shortfall that will need to be addressed
- CDOT is exploring mechanisms to continue offering expanded service past the conclusion of the pilot program



Rural Roads Update





Historical Policies and Budget Decisions

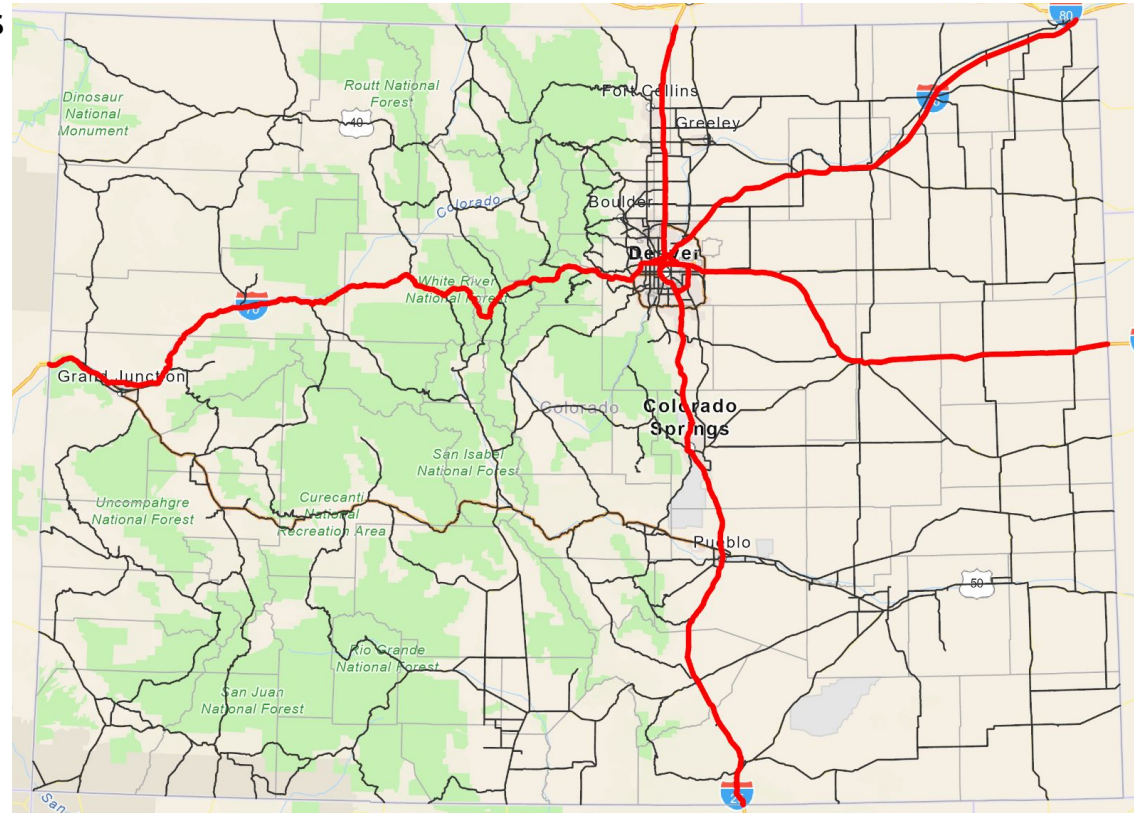
Large budgetary commitments and policy changes affect the department's ability to devote resources to other competing priorities—including road condition and state-of-good-repair work.

- 2001-2007: T-REX project: \$1.67 billion (2001 dollars); \$2.88 billion (2024 dollars)
- 2018-2023: Central 70 project: \$1.2 billion (2022 dollars); \$1.27 billion (2024 dollars)
- 2019: CDOT 10 Year Plan: \$862 Million Rural Paving Program



Colorado Roads: Interstate vs. Non-Interstate

- Most of Colorado's Highway lane miles are on highways not on the interstate.
 - 19% of Colorado's Highway miles are on the Interstate.
 - The other 81% are other highways such as US 50 and US 40.
 - Smaller rural highways require different maintenance and asset management strategies than the interstates.
- Colorado's Interstate Lane Miles: **952 Centerline Miles / 4,212 lane miles**
- Lane Miles on Other Colorado Highways: **8,120 centerline miles / 18,883 lane miles**





Current 10-Year Plan Accomplishments

FYs 2019-2027

Rural Road Improvements

- Over 2,500 lane miles of rural roads improved statewide since 2021. This represents improvements from all CDOT paving efforts, including maintenance.
- Of the more than 2,500 lane miles of rural roads improved statewide, the 10-Year Plan has funded nearly 800 lane miles through more than 40 projects, delivering critical upgrades where they're needed most. These 10-Year Plan investments are on top of an estimated \$230 million spent statewide every year on road resurfacing that is performed by CDOT's base funding programs, including its asset management program.
- As an example of the impact of these rural road improvements, CDOT completed a 19-mile stretch along US Highway 50 south of Grand Junction, roughly between Whitewater and Delta.



US 50 Delta Repair Project Roadway



US 50 Delta Repair Project Ribbon Cutting



Notable Rural Projects

Project: CO 149 Lake City North and North of Creede

Concern: Deteriorated pavement conditions, accessibility and safety issues.

Treatment: Resurfacing, restriping, deep-patch repair, new bridge rail, replacing guardrail, and installing wheelchair-accessible ramps in Creede.

Cost: \$12 million.

Benefits: Extended pavement life and improved condition; safety and accessibility improvements.

Condition change: From Low to High Drivability Life.



Project: US 50 Settlement Repair Near Delta—“Delta Dips”

Concern: Large dips in the roadway between Mesa and Delta counties that posed hazards to motorcycles, RVs, etc.

Treatment: Pavement replacement and rehabilitation. (Project included two-inch hot-mix asphalt overlay and installing guardrail, shoulder work, full-depth reclamation, milling, lane level paving, rumble strip installation and permanent striping.)

Cost: \$23 million.

Benefits: Extended pavement life, safety improvements, smoother roads.

Condition change: From Low and Moderate to High Drivability Life.





Notable Rural Projects

Project: CO 13, Garfield County, Rio Blanco Hill

Concern: High number of single-vehicle run-off crashes, head-on crashes, and wildlife collisions. These issues were directly related to the substandard roadway geometry, lack of shoulders/adequate recoverable slopes, and lack of wildlife fencing.

Treatment: Roadway widening and new passing lanes, chain-up areas, wildlife crossings, pullouts, etc.

Cost: \$35 million.

Benefits: Improved safety and condition

Condition change: From Low to High Drivability Life.



CO13 Before and After Construction



Notable Rural Projects

Project: US 385 Phillips/Yuma County Line South

Concern: Safety needs (shoulders didn't meet standard) and road required resurfacing.

Treatment: Existing roadway milled, new 4-inch hot-mix asphalt overlay; embankment and road base placed for the addition of six-foot shoulders; curve cross slopes seeded; centerline, edge rumble strips, new signs, delineators, and pavement markings added; drainage pipe replaced.

Cost: \$8.2 million.

Benefits: Improvement of driving conditions and safety (shoulders up to current standard, signs); shoulders will accommodate agricultural and truck traffic.

Condition change: From Low to High Drivability Life.



US 385 Phillips/Yuma, Before and After Condition

Project: CO 59 South of Cope to I-70, from MP 41.071 to MP 67.14

Concern: Safety concerns and degraded pavement conditions.

Treatment: 2.5 inches of hot-mix asphalt overlaying and striping, structure rehabilitation including deck repairs and bridge railing.

Cost: \$17.4 million.

Benefits: Enhanced safety for the traveling public by creating a new wearing surface and prolonging the life of the asphalt; improved visibility from new updated curve signing and paint installation.

Condition change: From Low to High Drivability Life.



CO 59 South of Cope to I-70, Before and After Condition



Notable Rural Projects

Project: CO 63 Akron (North and South) Resurfacing

Concern: Significant deterioration of roadway condition. Drivability and safety concerns.

Treatment: Milling, pavement overlay (9 mile hot-mix asphalt resurfacing); striping, signage, erosion-control measures; graded shoulder, guardrail replacement.

Cost: \$13.5 million.

Benefits: Safer corridor that allows for the movement of freight and active transportation. The corridor will have improved drivability and prolonged road surface life. The shoulder work will provide improved erosion control, and guardrail replacements will add safety.

Condition change: The project is under construction until December 2025. The “before” condition was Low.



CO 63 Akron Resurfacing, Before and After Construction



Future Rural Road Projects Under Construction and Planned

Work continues on Rural Road Projects throughout the state, with an additional 65 projects either under construction or planned as part of the 10-Year Plan, repairing more than 730 centerline miles of rural roads, including:

- CO 52: Prospect Valley (MP 54 to 61) in Morgan County (CDOT Region 4)
- CO 17: West of Antonito in Conejos County (CDOT Region 5)
- CO 350: between La Junta and Delhi in Otero County (CDOT Region 2)
- US 40: East of Hayden - Phase 1 in Routt County (CDOT Region 3)
- US 285: South of Bailey to Park/Jefferson County Line in Park County (CDOT Region 2)
- CO 125: South of Cowdrey to SH 127 in Jackson County (CDOT Region 3)
- CO 71 Corridor Improvements in Washington, Lincoln, & Morgan Counties (CDOT Region 4)
- CO 172 between New Mexico to Ignacio in La Plata County (CDOT Region 5)

Additionally - CDOT's Asset Management Program will plan to treat 560 centerline miles over the next four years throughout all parts of the state.





Fixing Poor Interstate Pavement

- Dir. Lew requested a plan in late 2022 to improve interstate pavement condition since Federal funding would be restricted if 5% of interstate lane miles “poor” was exceeded.
 - In 2021, 3.9% of interstate highway lane miles were rated poor.
 - Forecasted to exceed 5% Interstate lane miles of “poor” in 2023.
- Supported a key Transportation Commission goal of improving the condition of the state’s interstate highway system.
- Approved by the Commission and funding began in Feb. 2023.
- The plan included \$233 million in improvements to the interstate system in key areas of the state. Funding came from sources including the 10-Year Plan, the Surface Treatment program, and Transportation Commission decision items.
- **Outcome:** Interstate poor condition in 2024 (latest reporting period) improved to **2.3%** of lane miles rated poor.

Strategic Plan of Projects for Poor Interstates

Highway	Location	Status
I-70	Near Ft. Morgan	Complete
I-76	Near Sterling (I)	Complete
I-70	In Rifle	Complete
I-25	In Fort Collins	Complete
I-70	Near Kansas border	Complete
I-25	Near Colorado City	Complete
I-25	In Pueblo	Complete
I-25	Near Ft. Collins	Complete
I-25	In Denver	Under Construction
I-25	Near New Mexico Border	Under Construction
I-25	Near Trinidad	Under Construction
I-76	Near Sterling (II)	Under Construction
I-70	Aurora I-225 to E-470	Est. 2026/2027
I-70	Near Seibert	Est. 2026



Notable Rural Interstate Projects

Project: I-70 Improvements & Preservation, Bethune to Burlington, Phase I

Concern: Concrete segments featured a condition (alkali-silica reaction) that accelerated deterioration. Joints had deteriorated to the point of exposing rebar. Potholes posed danger to drivers.

Treatment: HMA overlay prevents moisture from reaching concrete joints

Cost: \$62 million

Benefits: Extension of pavement lifespan; safety improvements (e.g., shoulders, striping, guardrail, improved access for emergency vehicles); and smoother surface for improved driver experience.



I-70 Improvements near Kansas

Project: I-25 Colorado City Surface Treatment

Concern: Safety concerns and deteriorated pavement conditions.

Treatment: 2.5 inches of mill and fill, guardrail replacement, and bridge preventive maintenance work.

Cost: \$22 million.

Benefits: Extension of pavement lifespan; safety improvements; improved functionality of bridges and guardrail.

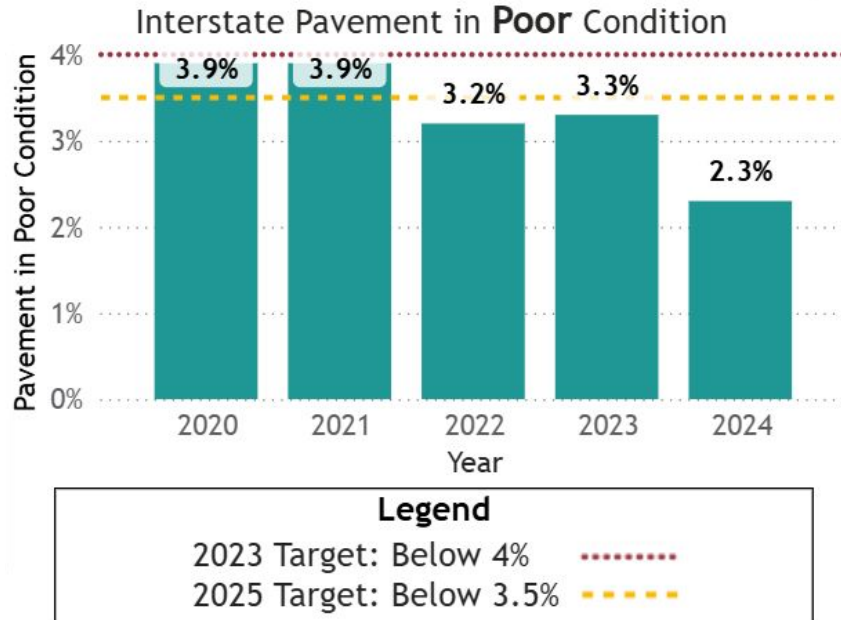
Condition change: From Low to High Drivability Life (estimated)



I-25 near Colorado City, Before and After Condition



Interstate Pavement Improvement Results

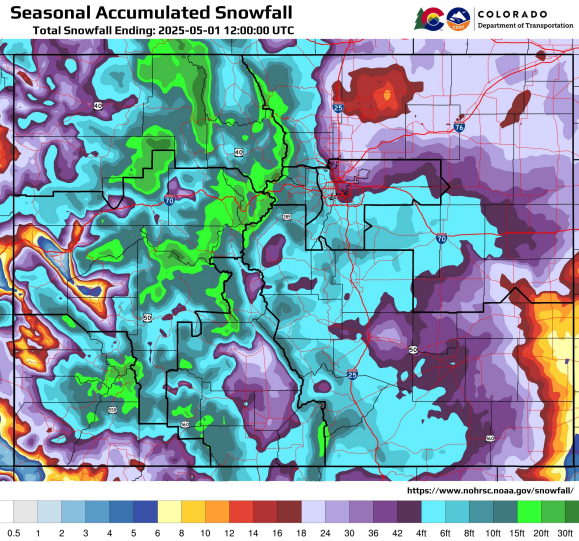


In addition to the CDOT's in-house drivability life measure, pavement and bridge have two- and four-year National Performance Measure targets for the National Highway System above.

- This program has made a noticeable impact already to the condition of our interstates.
- As of the end of 2024, only 2.3% of the interstates are in poor condition compared to three years ago, a reduction of 41% since 2020.
- Encompasses only a part of the repairs made, and will see continued improvement as projects continue to be completed and evaluated.
- Next 10-Year Plan, CDOT's Asset Management & Maintenance programs will continue to evaluate best treatments to build on these successes.



Winter Season 24/25



Budget \$324M

Planning
Training
\$19.1M

Roadway
Surface
\$36.2M

Roadside
Facilities
\$23.4M

Roadside
Appearance
\$7.9M

Traffic
\$88.7M

Structure
Maintenance
\$6.1M

Snow
Ice
\$117.3M

Maintenance
Contingency
+\$12M
+\$8M

Equipment
Buildings
Grounds
\$20.8M

Tunnels
\$4.7M



FY25 Surface Preservation Accomplishments

Paving

**70,976
Tons**
207 miles

\$14.9M

Tonnage 61.7k Labor Hours
Roto-milled - 84.3 sq yds of
pavement, 11k Labor Hours

Chip Seal

**1.5 Mil
Sq
yards**

\$3.7M

22k Labor Hours

Pavement Patching

**85,626
Sq
yards**

\$9.4M

770K Square Feet Of
Pavement Markings 107k
Labor Hours

Crack Sealing

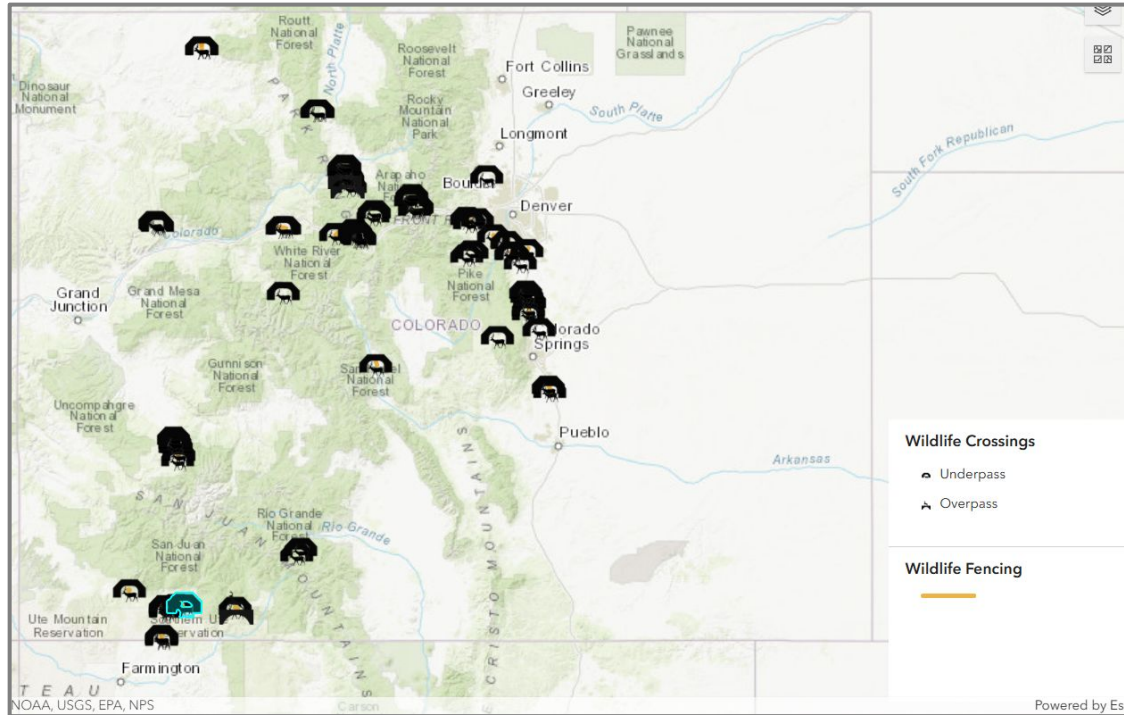
**934K
Gal**

\$3.6M

36k Labor Hours



Wildlife Crossings Program



- Colorado sees over 4,000 property damage claims, 290 human injuries, 3.5 fatalities from wildlife collisions annually
- Annual economic impact to Coloradans is over \$80M
- CDOT and CPW have developed wildlife vehicle collision prioritization studies for the entire state.



Wildlife Crossings Program



Wildlife Overpass on CO-9



I-25 Greenland Wildlife Overpass under construction

- Colorado has over 70 crossing structures that are either purpose built, or retrofitted to serve as wildlife crossing structures
- CDOT's 10-Year Strategic Plan included 25 projects with wildlife vehicle collisions components
- Recent successes include projects completed on CO-9, CO-13, I-70, I-25, US-550, and US-160
- CDOT is currently constructing 6 underpasses/overpasses across the state
- Road mitigation, in the form of overpasses, underpasses, and associated fencing, has been shown to reduce wildlife-vehicle collisions by up to 90%
- Crossings and associated fencing prevent wildlife vehicle collisions while allowing animals to connect to vital habitats.



Revitalizing Main Streets

270



\$82M

- Over \$82M was awarded between 2020 and 2025 to 270 projects

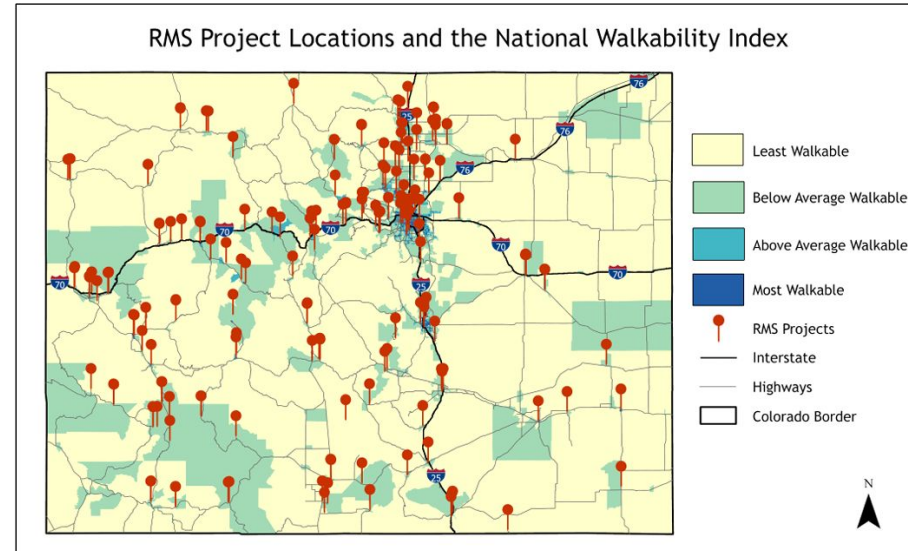
Project purposes evolved from being COVID 19 pandemic local economic slowdown responsive → strengthen local downtown economic environments via active transportation solutions, such as:

- sidewalks,
- crosswalks with flashing beacons,
- street trees, and
- bike racks



Program evaluation results:

- Improved pedestrian safety
- Improved downtown vitality & magnetic local built environments
- 69.5% of projects directly benefit communities disproportionately exposed to lower than average public health outcomes and poorer environmental conditions
- 57% of projects are installed in below average walkability scored areas, thus directly addressing active transportation system deficiencies in areas with higher needs



Map 1. RMS project locations and the National Walkability Index in Colorado.



Q & A





Thank you! For questions or comments, please contact:

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